





## POLICE COURT.

Thursday, December 12th.

Before Mr. H. J. GOMPARTZ (First Police Magistrate).

## STOWAWAYS.

Five Japanese men and 20 women were charged with stowing away from Moji on the a.s. "Yerino Maru." After hearing the evidence his Worship ordered each of the men to pay a fine of \$150, the alternative being six weeks imprisonment. The women were fined \$25 each, or 14 days imprisonment.

## THE ALDER AND ABETTOR.

Yui Okamoto was then placed before his Worship on the charge of aiding and abetting the previous defendants. The case against him was proved, and he was ordered to pay a fine of \$250 or go to jail for three months.

## EXPERIENCES OF A TOURIST.

Robert McLeod, a tourist, does not approve of the manner in which justice is meted out in Hongkong, and he spoke pretty plainly on the subject to his Worship. In Hollywood Road on Wednesday night an Indian constable saw Robert shinning up a lamp post, and ordered him to come down. The tourist obeyed, but thought to amuse himself at the constable's expense. He would shape up to the Indian like a pugilist, caper wildly round him or grip him by the arm. As he would not go away when advised, however, the constable took him to the Central Station, where he behaved in a very disorderly manner. Inspector Warnock took the charge, and then McLeod asked him why a black man should be allowed to interfere with a white. "If you knew who I was you would not behave in this manner," said the tourist, "but I will get the police force into trouble over this." A friend who accompanied McLeod then wished to bail him out. The tourist said he had no money. The inspector told the constable to search him, and on going through his pockets \$25 was found. During this search McLeod took off his collar and tie, and as the constable pulled some silver out of his pocket a few pieces fell on the floor. When the Inspector got the \$25 McLeod was allowed to leave the Station. Yesterday he appeared before the Court on charges of being drunk, and of behaving in a disorderly manner in the Central Police Station. He was still the aggrieved party, however, and after Inspector Warnock had given evidence against him he asked: "Was it my sarcasm that made you angry?" The Inspector replied that it was not, and then his Worship asked the defendant what he had to say. McLeod told the Court that the constable in searching him took his clothes off and threw his money on the floor. Then he asked why white men should be subjected to such treatment as he had undergone. It was all very well for blackmen and Chinamen, but it was degrading treatment for whites. His Worship reminded the defendant that he was not in Court to deliver a lecture, and fined him \$5 on each charge.

Before Mr. F. A. HAZLELAND (Second Police Magistrate).

## DISORDERLY GUNNERS.

Private Brenton and Brennan, two of the Garrison Artillery reliefs, had their first glimpse of the city yesterday, ending their travels at No. 2 Police Station. Brenton appeared before the Magistrate yesterday charged with refusing to pay rishia hire, and with behaving in a disorderly manner. He was ordered to pay a fine of \$2, and 25 cents compensation, to the rishia coolie. Brennan was then called upon to answer charges of refusing to pay his rishia hire and assaulting Constable Wilson. He failed to prove his innocence, and was ordered to pay a fine of \$5 on the charge of assault, and to pay the rishia coolie 50 cents compensation.

## ALLEGED FRAUD.

Chen Hin-shan, contractor, of 24, Staunton Street, was charged with presenting six bills or accounts for line-washing, which were headed Hop Hing Cheong and Co., to Messrs. Linstead and Davis, and demanding payment of them, thereby falsely pretending to be said firm that Hop Hing Cheong and Co. had carried out the line-washing referred to, and that the defendant was entitled to receive payment under a contract dated January 19th; and that he attempted to receive payment of \$75 with intent to defraud. He was further charged with falsely pretending to Frank Maitland, a partner in Messrs. Linstead and Davis, that the six bills delivered by the Hop Hing Cheong on October 17th for work done under the contract of January 19th, were wrongly delivered, as he had severed his connection with the old firm, and that the work had been done by him, whereas the bills delivered had been properly delivered. The third charge was that the defendant falsely pretended to Frank Maitland that he had settled with the old firm and that everything was all right, meaning thereby that by agreement he was entitled to receive the \$75, by means of which false pretence he obtained the amount with intent to defraud. Mr. M. W. Slade, instructed by Mr. A. Holbrow (of Messrs. Descoe, Locker and Deacon) appeared for the prosecution. Mr. G. K. Hall Bratton (of Messrs. Bratton and Hoti) appeared for the defendant, and Mr. O. P. Thomson watched the case, on behalf of an interested party.

Mr. Slade, in opening, said the defendant was a partner with a man named Pun Hing-ki in the Hop Hing Cheong firm of contractors. The firm dissolved partnership in October last, Pun Hing-ki buying the interest of the defendant and the other partners in everything except two specified contracts which did not affect the present case. At the time of this dissolution there was a line-washing contract with Messrs. Linstead and Davis. Under that contract several orders were given shortly before the dissolution of the partnership, and the work was carried out partly before, and partly after the dissolution. After the line-washing work was completed, the defendant, who had previously been in the habit of going round taking orders and collecting debts, went to Messrs. Linstead and Davis

and delivered them a series of six bills headed Hop Hing Cheong, debiting the firm with the cost of the work done. Prior to this the Hop Hing Cheong had sent in their bills for the same work, and there being two sets, Mr. Maitland made further inquiries. The defendant told him that he was entitled to get the money, and this being the man who had collected before, Mr. Maitland paid him. The defendant received the money and denied having received it. In conclusion Counsel said this was not a case of sudden temptation, but appeared to be portion of a scheme for defrauding the old partner.

Evidence was called, and the case adjourned.

## HAMBURG.

(FROM OUR CORRESPONDENT.)

November 15th.

## THE BERLIN SCANDAL.

As was to be expected General Count Moltke has lodged an appeal against the verdict of the court acquitting Herr Harden; the Public Prosecutor, having as it seems made up his mind at last, has also instituted proceedings against the editor of the *Zukunft* in the criminal court, where the case will be tried before five Judges.

The trial of Herr Adolf Brand, who, at the instigation of a society for the abrogation of article 175 of the criminal code, dealing with unnatural offences, had published a pamphlet in which the Imperial Chancellor Prince Bismarck is accused of abnormal propensities has thrown fresh light on the whole matter. The Public Prosecutor in the opening speech declared that should it become necessary to go into particulars of an unsavoury nature he should insist upon the public being excluded; the whole trial throughout was conducted on lines of common decency, the presiding judge, in strong contrast to the one in the Moltke-Harden case, exercising a strict control over counsel and witnesses, and immediately stopping all digressions into the field of politics or obscenity.

The first witness called was the Chancellor himself, who, on being sworn, emphatically denied the allegations made against him and expressed his entire disbelief in the existence of a scandal such as Herr Brand and Herr Harden had described. After he had stepped down, Prince Philip Eulenburg entered the court supported on one side by his son and on the other by an attendant, his whole appearance showing clearly that ill-health and not the fear of exposure had prevented his giving evidence in the Harden trial. His examination being proceeded with at once, he stated on oath that he and Prince Bismarck had been most intimate friends ever since boyhood; he admitted that they had been in the habit of addressing each other both in conversation and in their correspondence in terms which by many might be considered over-familiar and offensive but it was no more than what Goethe and other eminent men had done before then in writing to their friends, without having incurred the suspicion of unnatural inclinations; such things had never once been discussed between him and the Chancellor. He expressed his conviction that the latter was perfectly normal in that respect as in others. He then asked the court to allow him to say a few words concerning himself, as he had been prevented by serious indisposition to attending the Moltke-Harden trial and clearing himself there. The presiding judge, who was anxious to keep out all extraneous matter, reluctantly consented, whereupon the Prince most solemnly declared that he felt perfectly free of perverse inclinations and had never been guilty of the offences imputed to him; he moreover assured the court that the story of a scandalous relationship between the Kaiser and the Kaiser was a myth.

Other witnesses having deposed that never in their relations with Prince Bismarck had they noticed anything to justify the allegations of Herr Brand, the latter through his counsel declared that, after hearing the evidence produced, he felt obliged to acknowledge that he had been misled by reports from sources he had deemed reliable and therefore tendered his most sincere apologies to the Chancellor. The Public Prosecutor then summed up the case stating that, in consideration of the voluntary withdrawal of the accusation by the prisoner he should only ask for a sentence of eighteen months imprisonment, instead of one of two years, the extreme term allowed by law. Herr Brand's counsel hoped that he could take a more lenient view but failed to impress the judges who condemned the accused to eighteen months imprisonment, ordering his immediate arrest and the destruction of the type used for the printing of the article.

The newspapers of all shades, except the socialist ones, are jubilant, comparing the dignified way in which this trial has been conducted with the erratic course of the Moltke-Harden proceedings, and rejoicing that the revolting charge of immorality brought against the highest officer in the state and against members of the great families of the empire should have been so completely disproved. Herr Harden will fare badly when his case comes on.

## THE MONEY MARKET.

More important, however, to the world in general than these semi-political scandals is the unsettled state of the money market at home and abroad. Since the failure of Messrs. Haller, Schöle & Co. mentioned in my last, which except by the immediate sufferers is almost considered ancient history, several more have occurred, amongst others that of the firm of F. Lappenberg which under ordinary circumstances would probably have been averted, as of the liabilities amounting to M. 1,000,000, M. 600,000, are due to members of the family, whilst the balance of M. 400,000, is nearly covered by the assets. The estate of Messrs. Walter del Hanco & Co., whose liabilities amount to about a million and a half looks less promising, but nothing definite has as yet transpired. It is quite on the cards that the continued stringency of the money market may cause further disasters, particularly if the raking of the

banknote in London to 7 per cent and in Berlin to 7½ per cent should fail to stop the drain of gold to the United States and a further advance become necessary. Accounts from America, however, have been rather more reassuring these last few days, in consequence of considerable arrivals of gold from Paris and Berlin; but the relief thus afforded has been at the expense of Europe and it is to be feared that as we on this side have still to pay for heavy imports of cereals, hog produce, cotton, tobacco, copper &c. which we cannot do without, matters here may become worse before improving under the influence of restored confidence in the United States and of the return of the specie which has now been going out. Never since its foundation in 1876, has the Reichsbank thought it necessary to raise its rate of discount to 7½ per cent and only on two occasions, in 1896 and 1870 has the Bank of Prussia, in some ways its predecessor, been obliged, owing to the war, to have recourse to so drastic a measure. In England 7 per cent has not been seen since the autumn and winter of 1873, when on the top of the great financial crisis in America came the collapse of the houses of Vienna and Berlin; on the 18th of Oct., a Saturday, the Bankrate was put up to 7 per cent, and a fortnight later on Nov. 1st to 8 per cent, but on the 27th of that month it was reduced to 6 per cent, and by the end of the year it had fallen to 4½ per cent. Those who can look further back may remember the "Black Monday" in 1866 when, with the bankrate at 10 per cent, only the very best bills would be taken and people were glad to pay up 15 per cent for such accommodation. This state of affairs lasted for several days!

## TRADE.

Fortunately trade generally is in a sound position; there seems to have been very little if any over-production, the requirements of the world having outstripped the supply and even at the present moment it is extremely difficult, especially in the pottery and textile industries, to obtain early deliveries of goods. But the demand is slackening and what the consequence of a prolonged, not to say increased tension in the money market might be, can hardly be doubtful. As to the causes of the financial crisis opinions differ; it took most people unawares, although your readers may remember the note of warning sounded by the Deutsche Bank in their annual report for the year 1906. It originated in the United States where President Roosevelt's measures against the various trusts and a sudden perception of the deficiencies of the American banking system sapped public confidence causing a run on financial institutions and a hoarding of ready money. Many however hold that it is not attributable to this alone, but that as far as Europe is concerned the high rate of interest ruling for the last year or two has been due, not so much to the exigencies of trade during a period of unparalleled activity, as to the lavish expenditure of governments and the corporations of towns. In his paper read before the congress of bankers in this city a few months ago on "the mobilisation of capital in time of war" Herr Warburg drew attention to the vast amount of capital sunk in unproductive undertakings, necessitated by the rapid increase of population and the growth of towns, to which had to be added the enormous sum spent on armaments on land and at sea. It cannot be denied that these are assets convertible in times of need, but then the money itself has not disappeared, it has gone to pay for materials, wages &c. and has not been withdrawn from circulation. We may therefore hope, as they say in this country, that nothing is eaten as hot as it is cooked and that the storm may soon blow over and the black clouds disperse as quickly as they collected. Optimists are inclined to believe that they already see a bit of blue sky!

The much needed reform of the "Börsengesetz" has apparently come within measurable distance; the draft of the bill which is said to have received the sanction of the Bundesrath is supposed to abolish the Börsen Register and to deny the right to repudiate losses, arising out of transactions on the plea of "gambling" to all firms entered on the official commercial register and to such private persons as shall be in the habit of dabbling in time bargains; nor shall such pleas be available against firms in other countries.

## SOCIAL.

The King's birthday was, as in the past, celebrated by members of the British colony of Hamburg and their friends meeting at dinner in the Uhlendorfer Feilsaal, on Saturday the 9th inst. About 150 ladies and gentlemen attended and the evening concluded with a dance.

The hearty reception the Kaiser and Kaiserin are meeting with in England has given great satisfaction in this country; let us hope that it will put an end to all further bickerings.

## POLLARD'S LILLIPUTIANS.

It is three years since Pollard's Lilliputians were last heard and since then, like Ulysses, and his hardy mariners they have been wandering far and wide, following the drum-beat of the all embracing flag of British commerce and civilization.

Much have they seen and experienced in the interim—cities, men and manners, peoples, climates, modes of government: welcomed everywhere and reaping a well earned reward in cash and kudos.

A brief interview with Mr. A. H. Pollard, the advance representative who is now in Hongkong elicited some interesting particulars of their long itinerary, which included the principal cities of the Orient, United States, Canada, Australia, New Zealand, Tasmania and South Africa; in all fully 50,000 miles, equal to twice around the world.

A glance through Mr. P. J. Pollard's scrap books, interesting. Press comments vying with one another in laudation are there by the thousands and in many languages.

The Box Plan for the first week is now open at the Robinson Piano Co's office.

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## REVIEW.

In the Footsteps of Marco Polo: A Journey overlaid from Simla to Peking. By MAJOR C. D. BRUCE, F.R.G.S. London and Edinburgh: William Blackwood and Sons.

It is six hundred years since Marco Polo, the Venetian merchant, and his uncles made their memorable journey from Europe overland, by way of Afghanistan and Chinese Turkestan, to Peking. After quitting Kashgar, even at that time an important trade centre, they made their way through a series of passes, passing Khotan, Kiris, Niya, and Charchen to reach Chankai in the vicinity of Lopnor. Dr. Stein, the eminent archaeologist who has already given to the world an interesting volume on "The Sand-buried Ruins of Khotan," is prosecuting with equal success his further researches in these other districts, proving the general accuracy of Marco Polo's description of places since obliterated by sand storms. Not a dozen Europeans have attempted that formidable and perilous journey since Marco Polo's time; indeed it is doubtful whether Lieutenant-Colonel Bruce and his companions are not the only Europeans who have since travelled the whole distance from India to Peking. Lieutenant-Colonel Bruce's name is familiar to most of our readers. He was the creator and for six years the commander of the famous Chinese regiment which was stationed at Weihaiwei, forming part of the British force in China. Major Bruce, as his title was then, started on his remarkable journey in June 1905 and as companions he had Captain W. T. Layard, an officer who was also formerly attached to the Chinese regiment, a Sikh surveyor, and a Mohammedan servant.

When it is mentioned that the journey occupied nine months and that there was no loitering on the way, the difficulties of the undertaking are at once suggested. It was when Leh, in India, was passed that the travellers felt that they had out the painter which had so far bound them to civilisation, and we read of the party travelling for the space of two months in North West Tibet in a rarefied atmosphere averaging 16,000 to 17,000 feet above sea level. Mountain sickness is a usual effect of moving in such high altitudes, but the author mentions that neither his companion nor himself suffered either from headache or nausea during the whole time. He attributes this immunity to a gradual preparation for these high altitudes by walking all the immediate passes from the Zoji to Leh. In addition to this physical training, they made use of the usual palliatives—feeding sparsely, eating pieces of chocolate at frequent intervals and taking pinches of chloroform of potash. Those of us whose experience is limited to altitudes not much beyond that of Victoria Peak may gather from the following extract what living in a rarified atmosphere from 16,000 to 17,000 feet above sea-level means:—

"To talk while climbing the Chang-la river soon reduced the rate of progress to a standstill. Later on, at greater heights, in blowing the nose, to cover the mouth with a handkerchief and to combine walking with a climbing effect. To smoke and face even a gentle incline were two actions quite incompatible. To crawl while talking is most exhausting and cannot be continued, while any attempt to run, even though it be only a hundred yards, is to fall down gasping."

The actual causes of these symptoms the author explains to be, first, the deficiency of oxygen in the air, secondly a diminished atmospheric pressure; and thirdly deficient moisture. Of the weather in North West Tibet the author writes: "Up to 9.30 a.m. we found it occasionally possible to sit outside our tents basking in a sun of sufficient strength to warm the body thoroughly. Within half an hour, as often as not, it was hailing or snowing, or both, while a westerly wind cut like a razor, chilling one to the bone. . . . Here human endurance must in the long run succumb." It can be well understood that at such altitudes "man's hourly craving for warmth; but as there is an entire absence of wood or even brushwood, the craving has to remain unquenched. In the Tibetan territory traversed by the party no human habitation was ever seen, not even a nomad tent. In the middle of October just before winter sets in the party had reached "one of the grandest Alpine regions in the world"—the Kuen Lun mountain range, which separates Tibet from Chinese Turkestan. The pass is 17,000 feet above sea-level. "The view which met our eyes as we gazed through the falling snow, northward and over the Kuen Lun," writes the author "is one which neither my companions nor myself are ever likely to forget. At our feet, and on three sides, stretching apparently without end, lay the wildest and most forbidding jumble of mountain ranges, peaks and gorges imaginable; of all shapes, cragging and recragging in every direction, needle-pointed or flat, rugged and broken, they had only one common feature, and that lay in their apparently inaccessible nature. To add to this grand but uninviting prospect snow to the depth of two or three feet covered the northern slopes of all the ranges. In the immediate foreground we stood upon what appeared to be the edge of a sheer head down which our guide gave us vaguely to understand the route lay."

The caravan, consisted now of twenty-four ponies, but though "the Ladak pony can climb with any goat" there were places where even they were baffled. On the second day it occupied the caravan from dawn till eleven o'clock to cover a mile and a quarter in actual distance, "but what with carrying packs, continually lifting fallen ponies, and re-loading them, lowering the animals down bad bits and up worse, the men had had enough of it." Here in this inhospitable spot the party met the first human beings they had seen since leaving Kashgar. They were three gold-diggers returning to Pulo after their summer operations, and although the two parties merely passed "the Chalk dialect which was not understood, the party afterwards had reason to bless the luck which sent the meeting, for one of the diggers

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proved to be the head man of the Pulo district. As soon as they had reached their homes they organised a relief party which guided the travellers to the end of the interminable gorge, "up to the last over the same infamous going." Shortly afterwards they espied a solitary tree, and "great was the enthusiasm when it came into view, for it was the first we had seen since quitting India."

From being obliged to wear skin coats so thick as almost to stand alone the travellers suddenly experienced the delightful change of being able to move about in shirt sleeves. They had come downstairs as it were from the roof of the world into a splendid winter garden—the neighbourhood of Kiris.

From Niya the travellers took the mountain route to Charchen passing Sorghack where there are acres of ground covered with old gold pockets, most of which are now disused, not more than sixty or seventy being at present worked in the immediate vicinity. Sorghack is "merely a collection of wattle-built semi-underground huts and regular caves, and has all the appearance of the early mining camp with which Bret Harte has made us familiar." An interesting account is given of the industry which is carried on here as well as at Kopa, "a more arid edition of Sorghack."

The next stage of the journey was to Achen, from whence a waterless stretch of desert—seventy miles across had to be faced to reach Charchen. But eight days after leaving this place the travellers were again in a sand country relieved only by belts of decayed forests. The dead trees were of extraordinary size. One of the largest was 211 inches in circumference. But it is after leaving Achen that the most forbidding desert marches begin. Winter is the only time the crossing of the Kum Tag desert can be attempted, and it was in this desert that the travellers spent Christmas 1905, and New Year's Day 1906. The extraordinary general accuracy of Marco Polo is frequently noted, and as one proof the author cites the Venetian as referring to Sachu as a point of arrival after thirty days' spent in crossing the desert. Lt.-Colonel Bruce crossed the desert in twenty-nine days.

The remainder of the book takes the reader into the track of the great Mohammedan rebellion, through Kansu, Shensi and Shansi up to Cheungting where the party unexpectedly came upon a railway track and entrained for the Chinese capital.

From beginning to end the book is well worth reading, but we should not close this review without some reference to the political considerations which are suggested in the course of its pages. The author's references to the possibility of political complications in Chinese Turkestan, which would react on Tibet, may now be regarded by many as remote since Russia has entered into a compact with Great Britain with the object of preserving the integrity of the Chinese Empire. That Convention had not been signed when Lieutenant-Colonel Bruce wrote his illuminating comments on the political position in that part of the world, but he had noted the signs of an approaching Anglo-Russian entente. "Few political movements would be more welcome to those interested in the East," he wrote, "but we may not forget that international agreements though a sign of mutual goodwill, are not binding for all time." It may at any rate be said that the convention is an earnest of present intention to abstain from the aggression hinted at in the book but the author's observations on the political bearings of this part of the Chinese empire are worthy of serious attention, for though there may be no intention on the part of the Russian Government to absorb Chinese Turkestan by any startling coup d'état its influence is already considerable, and the process of assimilation, as we have seen further East, is sure, if slow.

In his travels in China proper the author mentions that he found that, with few exceptions, Chinese officials remote from the poisonous influence of the capital are not only expecting the coming of Western ideas, and practice, but are eager and anxious that these should come. Yet in the final chapter of the book the author avers, with perfect truth, that if there is one feeling more than another which can be said to permeate the responsible classes—that is, those who lead and who are to shape what answers to public opinion in Europe—it is that the foreigner is responsible for the present unhappy state of the country. This leads the author into a discussion of the military possibilities of China, should that feeling be voiced by the masses, cry of "Out with the Foreigners." Lt.-Colonel Bruce is not of opinion that the military spirit which appears to have been once extant in China now remains or can be reintroduced. Few men are better able to express an opinion on that point. His opinion is based not only on observations drawn from training in time of peace, but it was strengthened by the actual experience of leading the China regiment in war during the rising of 1900. He allows that few Asiatics and no Europeans more closely fulfill than the Chinese such military requirements as

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fortitude in enduring fatigues and hardships, but, a national military spirit prepared to sacrifice everything in defence of its country's honour is a spirit which the author is unable to believe at present exists or can be called into being in China by Chinese.

A map of the route, and a record of the weather and temperature form an appendix to the book, and a number of photographic illustrations add to the interest of the volume.

## MOSLEM EDUCATION IN WESTERN INDIA.

Mr. Fazlulhoy Currimbhoy Ebrahim in a letter to the "Times of India" makes a stirring appeal to Mahomedans in the cause of Moslem education in Western India, and proposes a scheme for the establishment of a great Western India Mahomedan educational centre at Poona. This scheme is to found a central educational institution with latest improvements with a laboratory, dispensary, reading room and library, mosque, gymnasium and sanitary hostel, which are essential for the growth of discipline, the spirit of selflessness, and the exercise of healthy influence on young boys.

We quote below a portion of Mr. F. Currimbhoy's letter.

"At present the higher ranks of all professions are practically empty of Mahomedans, and until this is greatly altered I do not believe that much influence over the community as a whole will be exercised. I hope who are interested in its welfare will serve it best by using every effort to bring forward and encourage young men of ability to pass through the course of instruction requisite for all branches of the Civil Service and of the scientific professions." This significant passage occurs in the last annual report of the Director of Public Instruction for the Bombay Presidency, where he deprecates that Mahomedan educational progress is very slow and "the attendance in the institutions of the higher class is not at all what it should be if Mahomedans are to hold their own." According to official statistics the position in the Presidency is this, that while Mahomedans come in proportionately large numbers to primary schools, they almost entirely neglect secondary and higher education. But to come to the causes of the backward condition of the community which were once the rulers of almost the whole of this great country. In Indian History there is no more a melancholy spectacle than the way in which the Mahomedan community has, within a generation, allowed itself to drift into the quiet backwaters of public life in India. In the time of the Mogul supremacy the Mahomedan was under no disability. He considered himself socially and intellectually superior to the leaders of other communities.

To make a modest beginning, Sir Currimbhoy Ebrahim, Kt., head of the well known firm of Ebrahimhoy Panahy, represented in this Colony by Mr. Soomerbhoy Mirjee has given one lakh of rupees, and his daughter, Khanumai has come forward willingly to show her appreciation of the advantages of education by giving two lakhs of rupees.

Commenting on this, the "Times of India" says: These are generous and practical ideals which must commend themselves to every section of the Mahomedan community—to the men who are anxious to see Mahomedans taking their proper place in the increasing opportunities for public life in India, as well as to those who are immersed in their material affairs and find that progress is stunted by the lack of the diffused scientific and technical knowledge, which is the finest economic asset any country can possess. Mr. Ebrahimhoy has rendered a patriotic service in forcing these ideas to the front. The generosity of Sir Currimbhoy and his daughter has rendered a substantial commencement immediately practicable. Sir Steyning Edgeley and Mr. F. G. Selby, on behalf of Government, are giving it every support.



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**THE ANNUAL CHAMPIONSHIP MEETING** will take place on SATURDAY, the 14th inst., at 4 p.m. There will also be a Ladies' Competition Cup. Members will be at home to their friends. Hongkong, 13th December, 1907. 1904

**SCOTTISH MASONIC QUADRILLE ASSOCIATION.**

**THE THIRD DANCE** of the Season will be held in the CITY HALL on JANUARY 3rd, 1908. Invitation Cards are now available, and may be obtained from the Undersecretary. Late Lunch will leave Ferry Wharf for Kowloon at 1.30 a.m.

**JOHN J. BLAKE,** Hon. Secretary. Hongkong, 13th December, 1907. 1905

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**IN THE SUPREME COURT OF HONGKONG.**

**ORIGINAL JURISDICTION.**

**FOREIGN ATTACHMENT.**

**ACTION No. 251 of 1907.**

**PLAINTIFF, YU-CHUN SAM.**

**DEFENDANT, CHAN LOI SHAN YAI LOY.**

**NOTICE IS HEREBY GIVEN** that a writ of Habeas Corpus has been granted by the Supreme Court of Hongkong, in favour of the Plaintiff, YU-CHUN SAM, against the Defendant, CHAN LOI SHAN YAI LOY, on the 12th day of December, 1907, against all the Property movable or immovable of the above named Defendant, within the Colony, has been issued in this Action pursuant to the Provisions of Chapter XVII of "The Hongkong Code of Civil Procedure."

Dated this 7th day of December, 1907.  
**JOHNSON, STOKES & MASTER,**  
Plaintiff's Solicitors,  
No. 8, Des Vaux Road, Central,  
Hongkong

1907

**SANITARY BOARD OFFICE,**  
Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

**TAKE NOTICE** that under No. 5 of the DOMESTIC BUILDINGS BY-LAWS (as amended), every domestic building or part of such building within the Western Division of the City of Victoria, occupied by members of more than one family must be CLEANSSED and LIME-WASHED THROUGHOUT by the owner during the months of November and December. N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside positions, stair casings and stair landings, all ceilings and the underside of roofs, both in main buildings and offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Western Division of the City lies to the West of Tank Lane and Cheung Street.

G. A. WOODCOCK,  
Secretary.

Dated this 2nd day of December, 1907. 1903

**CHINA & MANILA STEAMSHIP COMPANY, LTD.**

**A CARNIVAL**

is to be held in MANILA under Government auspices during the week commencing 28th FEBRUARY, 1908.

As an inducement to Hongkong residents to participate in this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our Steamer "RUBI" on FRIDAY, 31st January, in the evening instead of at Noon on SATURDAY. The Steamer will, therefore, reach Manila early on MONDAY morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of TUESDAY, 11th February.

We have arranged a special fare for this round trip of \$50, and we trust to secure sufficient passengers to justify our having offered this inducement.

For further particulars, apply to the Undersecretary.

**SHEWAN, TOMES & Co.,**  
General Managers.

Hongkong, 13th December, 1907. 1900

**JUST RECEIVED**

A FINE ASSORTMENT OF

**CHRISTMAS & NEW YEAR CARDS.**

HALF-MASKS,

ART RELIEF NOVELTIES,

MECHANICAL ANIMALS.

POSTCARD, BIRTHDAY AND STAMP ALBUMS,

POSTCARD PAINTING BOOKS.

**USED POSTAGE STAMPS**

in Bags, Packets, etc., Suitable for Christmas Presents at prices to suit any buyer. Inspection solicited.

**GRACA & CO.,**  
Hongkong Hotel Corridor.

## NEW ADVERTISEMENTS

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

**THE Company's Steamship**

"NIPPON," having arrived. Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

From Venice ex "Espero" transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersecretary before Noon on the 18th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th inst. will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELE & Co.,** Agents.

Hongkong, 11th December, 1907. 3

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamer**

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—"Mongolia," From London, ex "S. S. N. & Co.," From Calcutta, ex "S. S. N. & Co.," From Persian Gulf ex B. I. S. N. & Co. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 18th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWITT,**  
Superintendent.  
Hongkong, 12th December, 1907. 1

**ENTERTAINMENT**

**THEATRE ROYAL,**  
HONGKONG.

FOR FIVE NIGHTS ONLY.

**THE BANDMANN COMEDY CO.**

22 LONDON ARTISTS 22

will present the following Latest London Successes for the first time in Hongkong.

**TO-NIGHT (FRIDAY), December 13th:**

A MESSAGE FROM MARS,

By E. GANTHONY.

By Special Arrangement with Mr. CHARLES HAWTHORNE of the Avenue and Comedy Theatres, London.

**TO-MORROW (SATURDAY), December 14th:**

SHERLOCK HOLMES,

Sir A. CONAN DOYLE's Masterpieces,

By Special Arrangement with Mr. CHARLES HAWTHORNE of the Avenue and Comedy Theatres, London.

**MONDAY, December 16th:**

JOHN GLAYDE'S HONOUR,

ALFRED SUYR'S Latest Successful Play

From the St. James Theatre, London

(By Special Arrangement with Mr. G. ALEXANDER.)

**TUESDAY, December 17th:**

Mr. W. JACOB'S Beautiful Comedy,

BEAUTY AND THE BARGE,

The Great Haymarket Theatre Success, (by Special Arrangement with Mr. CYRIL MAUDSLEY.)

**WEDNESDAY, December 18th:**

FAREWELL PERFORMANCE,

THE EARL OF PAWBUCKET,

The present success of New York and London,

now crowding the Play House, London, (by Special Arrangement with Mr. CYRIL MAUDSLEY.)

Price of Admission: \$1, \$2, and \$1.

Plan at Messrs. MOUTRIE & CO.

**FULL ORCHESTRA.**

Doors Open 8.30 p.m. Commencing 9 p.m.

Hongkong, 23th November, 1907. 1890

**INTIMATIONS**

**NOTICE.**

**WE HAVE REMOVED** our Office to

YORK BUILDINGS, 2nd Floor.

**MACDONALD & CO.**

Hongkong, 10th December, 1907. 1943

**TROOPS GOING HOME.**

**THE CHAPLAIN** to the Forces would be

glad to receive Magazines, Illustrated Papers or Books for the use of the Troops going Home on the "SCOTIA." A postcard addressed to him at Headquarters Office will ensure parcels being fetched or they may be sent to Chaplain's Room, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

**SWATOW DRAWN WORK COMPANY.**

38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL

DRAWN WORK EMBROIDERY

BEST PEWTER WARE AND CANTON

GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1885

## AUCTIONS

## PUBLIC AUCTION

By ORDER of H.M. WAR OFFICE.

THE FOLLOWING

VERY VALUABLE LEASEHOLD PROPERTY,

Known as INLAND LOT NUMBER 427 (SPRING GARDENS) containing an area of about 42,383 square feet and having a frontage on Queen's Road East of 228 feet, situate at Queen's Road East, Hongkong, will be Sold by

**PUBLIC AUCTION**

On WEDNESDAY,

the 18th day of December, 1907, at 3 o'clock in the afternoon, in One Lot by

Messrs. HUGHES & HOUGH,

Auctioneers,

at their Auction Rooms, in Des Vaux Road, Central.

The Property consists of:

All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot 427, and all buildings thereon and appurtenances thereto belonging, held under the Crown Lease thereof dated the 7th day of April, 1856, for the term of 999 years from the 29th day of July, 1855, at the annual Crown Rent of £150 Sterling (£720), subject to the covenants and conditions contained in the lease.

For further particulars apply to

**THE AUCTIONEERS,**

or to

**DENNIS & BOWLEY,**

Solicitors for the Vendors,

Hongkong, 21st November, 1907. 1854

**TO LET—PARTLY FURNISHED.**

**10, QUEEN'S GARDENS.** For

Remainder of lease from 1st April next.

Apply to—

**A. W. BREWIN,**

Registrar General's Office,

Hongkong, 4th December, 1907. 1924

**TO LET.**

**NO. 5, MORRISON HILL.**

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—

**JARDINE, MATHESON & Co., LTD.**

Hongkong, 21st October, 1907. 1690

**TO LET—FURNISHED.**

**"SLEMISH" No. 101, The Peak.**

Apply to—

**MESSES. HASTINGS & HASTINGS,**

Solicitors,

38, Queen's Road Central, Hongkong

Hongkong, 4th September, 1907. 1445

**TO LET.**

**"LEWKNOR" No. 116, Peak, Furnished,**

for 17 months from the end of April 1908.

Apply to—

**M. W. SLADE,**

Princo's Buildings,

Hongkong, 22nd November, 1907. 1859

**TO LET.**

**THE WHOLE of the SECOND FLOOR**

of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. 13 in number, besides kitchen, pantry, bathroom, servants' quarters etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes.

Apply to—

**YEE SANG FAT & CO.,**

Same Address.

Hongkong, 7th October, 1907. 1627

**TO LET.**

**NOS. 2 and 5 Observatory Villas, Kowloon.**

Moderate Rental. Tennis Court and Electric Lights.

Possession 1st November, 1907.

Apply to—

**ARRATTON V. APCAR & CO.,**

45, Wyndham Street.

Hongkong, 5th October, 1907. 1620

**TO LET.**

**"CROWNST," Barker Road;**

Unfurnished or partly furnished.

Apply to—

**C. L. GORHAM,**

3, Pender's Street.

Hongkong, 3rd December, 1907. 1916

**TO LET.**

**"GLENWOOD" CAINE ROAD, suitable**

for a Boarding house or Club. Containing 26 Rooms.

No. 6, COLLEGE GARDENS, contains 6 Rooms newly painted, repaired and colour-washed. Possession from 1st January, 1908.

OFFICES on the Third Floor of HONG KONG MANSIONS, 3 ROOMS Corner over Messrs. KRUSE & Co. Fine position. Cheap rental.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

OFFICES in Queen's Road Central.

BELLIS TERRACE HOUSES, Robinson Road.

BISHOP'S LODGE SOUTH (PEAK) Fully furnished. Immediate Possession.

No. 1, MOUNTAIN VIEW (PEAK) Fully furnished. For 4 or 5 months from 1st December, 1907.

No. 1, ALBANY.

No. 6, DES VEAUX VILLAS (PEAK).

No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House).

No. 37, PRAYA GRANDE, Macao.

Apply to—

**LINSTEAD & DAVIS,**

3rd Floor, Alexandra Building.

Hongkong, 23th November, 1907. 102

**TO LET.**

**IMMEDIATE POSSESSION.**

**NO. 2, HOLLYWOOD ROAD.**

Apply to—

**ARRATTON V. APCAR & CO.,**

45, Wyndham Street.

Hongkong, 2nd March, 1907. 491

**TO LET.**

**NO. 33, CAINE ROAD.**

AUCTION ROOMS, No. 2, Zetland Street.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

**LEIGH & ORANGE,**

1, Des Vaux Road.

Hongkong, 9th October, 1907. 94

## TO LET

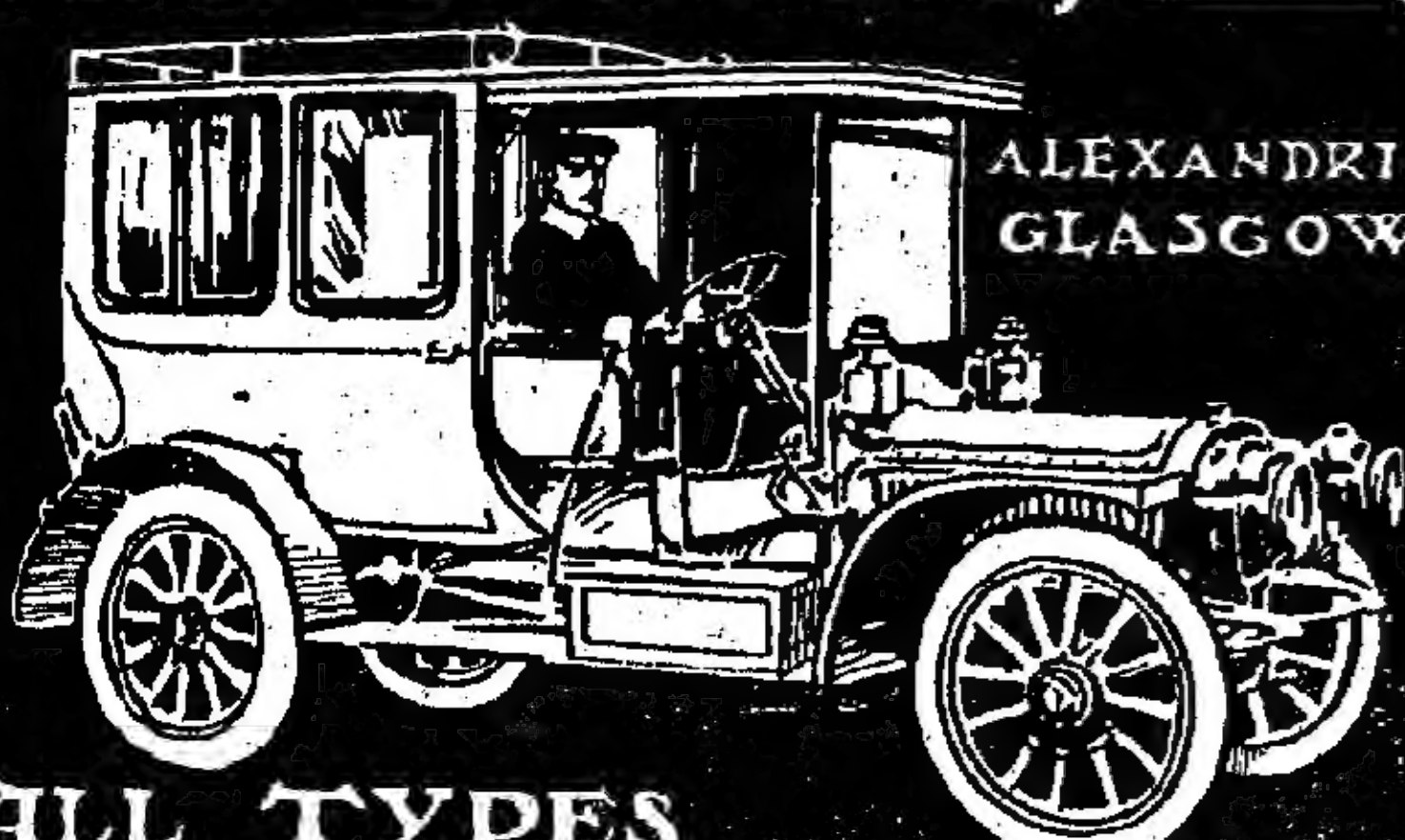
## TO LET.

**OFFICES** on Top Floor No. 2, Cornhill Road, facing the Cricket Ground, "HATHRELSIGH," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.



# ARGYLL MOTORS, LTD.



ALL TYPES OF COVERED CARS FOR COLONIAL WORK

LONDON DEPOT: ARGYLLS, LONDON, LTD. 17, NEWBURY ST., OXFORD ST.

AGENTS IN THE EAST: BOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON, Talavakotte, Ceylon; G. HENDERSON & CO., Calcutta; SYME & CO., Singapore; ROWE & CO., Rangoon; LOUIS T. LEONOWENS LTD., Bangkok.

## Don't be Discouraged

Even if you have tried so many times to regain your health and energy that you are almost discouraged, TRY AGAIN. Take

## Hall's Coca Wine

and succeed. Hall's Coca Wine is liquid life. It gives health to the sick, strength to the weak, and energy to the strong.

There is nothing so potent as Hall's Coca Wine in the treatment of debilitating disease; nothing so stimulating to the jaded body in its unequal fight against climatic conditions; nothing so valuable to the healthy man to preserve his health.

Hall's Coca Wine is a grand English tonic, sold by all chemists and stores, in large and small bottles. Look for the red Keystone trademark and accept no substitute.

Hall's Coca Wine is the most marvelous restorative known to medical science—pure, potent, palatable.

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## MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

London, November 1st. THE SILLY SEASON. The motoring world has its silly season, just about this time of the year, when nobody does much with motor-cars save to talk about them. Hence we get controversies around such questions as "Do Cars Run Better at Night?" "Do they run more easily and more quickly "at the same rate of speed" (sic)? Well, as a matter of fact and experience, a car does not run more easily by night than it does by day. It is simply an illusion, exactly similar to the sensation of added swiftness, ease of propulsion and smoothness of running that accompanies a night cycle ride. I think everyone who cycles must have noticed these things to be apparently so, but a little reflection will show that such is not actually the case. I have found a well-acquainted cycle rider to take exactly the same time in the evening as in the morning, though the latter always appeared to be the easier and quicker of the two. My first motoring experiences were with a motor-cycle, when I noticed the same phenomenon, and so with a full-grown car. With a motor-cycle, though it appeared otherwise, comparison showed the speed to be the same, the time occupied the same, and the petrol consumed the same. What may be the optical, psychological or other 'logical and learned' explanations, as to the illusion, I know not—and don't think it much matters anyway.

OLYMPIA AND THE SABBATH. The late lamented Phil May had a delicious cartoon of a Salvation Army meeting, to which the dialogue ran something like this:—The Salvation Lass (to young man): "Are you saved?" The Young Man: "I am a reporter." The S. L.: "Oh, I beg your pardon." The proposal to have a private view of Olympia for members of the Press on Sunday, November 10th, the day before the show opens, recalls that satirical joke. The working journalist has indeed a vile corpus, which is frequently a target for the slings and arrows of outrageous fortune; but the question of the ultimate destination of his soul is too often taken for granted. The Sabbathism spirit, however, moved in his behalf, and, of course entirely without his desire—as is the way of Sabatarians. Hence the Olympian authorities have recalled their decision, which is a matter of regret to many press-men who will have to crowd in with the ruck and get their view as they can, thus saving a good deal of time.

THE IDEAL MOTOR HOOD. A canopy or hood is a necessary fitting for all cars in the East, and the most convenient form is the double Cape car hood. The only objection to this hood is its general "cussedness" especially when the advent of a sudden shower necessitates its quick extension. It has always seemed strange to me that no inventor could be found to devise some simple means of raising and folding the hood that have obtained up to the present. But the inventor has now justified himself in the person of Mr. John Hopper who has produced what he calls the "Ideal" motor hood. Like all clever inventions, the chief characteristic of the Ideal hood is its simplicity. Mr. Hopper has applied the principle of the "lazy tongue" to the construction of the frame. The result is a hood remarkable for its most appearance both when raised and when folded, and more remarkable still is the ease and rapidity with which it can be manipulated. The "Ideal" hood can be obtained of the Regent Carriage Works, 159, New King Street, Fulham, S.W., where it is on view. Another, similar, invention I have seen, but do not know the maker. In this new idea consists in dividing the hood immediately behind the front seats, so that it is, in reality two hoods, one for the front seats and one for the back, either of which can be raised independently of the other, or both simultaneously.

MOTORING IN SIAM. Bangkok would seem to be about the last place in the world where the motor car would become a common and familiar vehicle, since there are no roads leading out of the City. Rail, river and canal form the only means of communication between the capital and the province. But when the King of Siam gave up cycling and took to motoring, everyone about the Court naturally followed suit, and princes and ministers sold off their horses and carriages and bought motor cars. So did everyone else who desired to be in the first flight of Bangkok "Society." The result is that according to the latest British Consul report, the imports of cycles and motors to Bangkok, suddenly sprang from £1,023 in 1904 to £22,127 in 1905, with a slight further increase to £22,899 in 1906. Although there are no roads outside Bangkok, the city itself provides numerous pleasant, though not lengthy, roads some of which, especially those in and about the city proper and the fine boulevard leading to the park and palace of Suan Dusit, are excellent for motoring. But the motorist in a place like Bangkok must needs feel cribbed, cabined and confined. Hence projects of road making in various directions are there under discussion. When I was in Bangkok, a year ago, work was about to begin in the construction of a road from Bangkok to the Summer Palace of Bangpa-In, a few miles to the northward, and the engineering Society of Siam had discussed the feasibility of a motor road from Bangkok, down the Malay Peninsula, and across to Penang. This latter scheme was a little too ambitious, but there can be no doubt that the motor-car is proving a pioneer of civilization in demanding roads for itself, roads which have long been a crying need in Siam.

CARS FOR ALL? The Edison, electric power-for-everybody, cheap-and-plenty-storage-battery is to the fore again. As usual, the yellow press in America, and in England, ever on the hunt for the sensational, is booming it before anything is definitely known about it. The "Daily Mirror,"

for example, says "The age of cheap, fast travel for everybody is upon us—if Edison can make his prediction good." If!

COLONIAL DEMAND. There is a greatly increasing demand for cars in the Colonies the preference being for British-made vehicles. "The Motor House" who do a very extensive business with the Colonies inform us that the most popular British-made cars are Humber Hovers, Siddleys and Talbots, while De Dion and Renaults are the French cars most in demand. I would be glad, by the way, to hear from any of my readers in the East who are motorists, or interested in motoring.

## TWO TYPICAL TALES OF CHINA.

The South-West China Correspondent of the N.C. Daily News writes on November 26th:—There is great rejoicing throughout a wide region because of the capture of a brigand chief, who has terrorised the country people for several years. He was a young man, about thirty years of age, and like so many Hokers who had been guilty of serious crime in 1904, turned brigand or pirate to avoid capture by the officials. His daring exploits would form a mine of treasure for writers of fiction, rather truth as they are. Three magistrates lost their places through failing to arrest him. The new police made a very brave attempt to catch him, but his dexterous handling of four pistols frightened them, and there were six candidates for martyrdom. A squad of soldiers, sixty strong, suffered grievously at his hands, for when the den where he was hiding was surrounded by them, he succeeded in killing three, and there was no further desire for a front place in the ranks, nor for the 100 reward offered for his head. When, last winter, he looked a host of his 6,000, the situation became desperate. The Viceroy dismissed another official, who had been given six months in which to capture the desperado. After me a futile attempt, a very simple and not uncommon, ruse succeeded, for he was enticed into a shop by a "sworn brother," and, when smoking his opium, the man gave the signal, Sung was tied, and now his head adorns the city wall on a pole. The people now breathe more freely, for he had blackmailed them of huge sums, and had wounded many people who refused to "lend" him expenses for travel. The last magistrate dismissed has been reinstated, and received promotion, together with an award of Tls. 3,000 for doing his duty in the end.

It is an old saying that the Biblical flood may be traced in the traditions of Chinese history. Be that as it may, we have just come across something in the character of a Noah, though a very unprincipled Noah. A few miles to the north of this there is a river, which is called so by courtesy, i.e., during many years in succession, it is too shallow or dry to allow boats to use it. Still further north, there is another river, which has its sources in the provinces of Shanxi, and, ultimately, finds its way to Tientsin and the sea. A man, acute beyond his neighbours, professed to have seen visions, and promulgated the doctrine of a great flood, which was due on a fixed day. He warned the people that the water would overflow across the country, and make a channel into the Little West River. It would mean the destruction of many villages and the loss of many lives. Accordingly, he proposed to build a huge ark, to save the lives of the people. He knew exactly the path of the rush of waters, and large sums were collected. Men were busy for many days building the ark; and this arse was channeller of the exchequer and clerk of works combined. When all was ready, folks watched anxiously the dawn of the terrible day. It came, it went, but no flood and no rain. The rivers flows on in its old slow way, the channel is still unmade, the ark is settling on the river bank too large to be used for any other purpose, and the original inventor thereof has moved on to other scenes, and it is surmised that he dare not return until he can manufacture a flood to order. He will be in no hurry, for he has a well-filled purse thanks to the ease with which he hoodwinked his neighbours. Some sold land to subscribers, and now are trying to fight in the lawcourt against an absentee defendant.

## LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. Ten left Manila on 10th inst., and is due here to-day.  
The C.N. Co.'s str. Shanti left Chefoo on 7th inst., and is due here to-morrow.  
The Apac str. Gregory Apac from Yokohama, Kobe and Moji, left Nagasaki on 11th inst. p.m., and may be expected here to-morrow at noon.  
The Mogul Line str. Lemoz sailed from Singapore on 11th inst., and may be expected here on the morning of the 18th inst.  
The Danish str. Siam left Singapore on the afternoon of the 11th inst., and may be expected here on or about Saturday, the 21st inst.  
The C.N. Co.'s str. Ching's left Sydney on 10th inst., and is due here on 3rd prox.  
The Silk ex Boston str. Kumerie arrived at New York on the 4th inst.  
The C.P.R. str. Express of India arrived Nagasaki at 6 p.m. on Wednesday, the 11th inst., and left again at 4 a.m. Thursday for Shanghai, where she is due to arrive at 6 a.m. to-day.

## JAPANESE WRESTLERS AT WASHINGTON.

PRESIDENT'S INTEREST.

Mrs. Abigail Adams, wife of the second President of the United States, was in the habit of hanging up her weekly washing in the East Room of the White House, and in that same historic apartment recently there was a display no less interesting. It was an exhibition before President Roosevelt and his Ministerial companions of Japanese wrestling skill by Mr. Hitachiya, champion of Japan, and the exhibition was a wonderful success. Japanese wrestlers, four of them, picked a padded mat on the floor of the East Room, which corresponds to the White House with the throne-room of regal palaces in Europe. On this mat they put a green carpet, upon which was chalked a circle 14ft in diameter. Under the rules of wrestling demonstrated by the Japanese a fall outside this circle did not count. Mr. Hitachiya and his assistants appeared in frock coats and silk hats, but they quickly changed them for their wrestling costumes. Their audiences included the Japanese Ambassador and the French Ambassador, and a number of the best known members of the present Government. In the Bishop of London played the President at tennis on such sporting meeting has interested Washington.

President Roosevelt did not enter the ring this time, but he looked on with special interest in jiu-jitsu which he will practice with his much-enduring private secretary, the good-natured Mr. Loeb. Mr. Hitachiya, the Japanese champion, captured the President's heart and a photograph bearing his autograph. At the conclusion of the wrestling Mr. Hitachiya took the case of the President and gave what he called an exercise, which consisted of playing catch-ball with the three smaller men who accompanied him. One of these devoted assistants was hurled through the air for a distance of ten feet or more by the champion, and landed sprawling at the President's feet.

## A REGAL LAUGH.

KING ALFONSO'S APPRECIATION OF BRITISH ACTORS.

The efforts of Sir John Hare and Mr. Cyril Maude to amuse the royal party at Sandringham met with wonderful success. Mr. Cyril Maude told a "Chronicle" interviewer that the royal guests in the front row at Sandringham might be compared to an ideally enthusiastic front row of the pit, which is prepared to be the most sympathetic part of the house. The King of Spain was especially appreciative. It did one's heart good to hear his ringing laugh. "The little international hits in 'French as He is Spoken' were taken up with infinite good humor, and the King of Spain seemed quite to forgive the comic interpreter in the play for his entire inability to understand Spanish. "I was informed after the performance both to King Edward and the King of Spain and the royal ladies. King Alfonso talks English perfectly, and reminded me in the most charming way that he first saw me in 'The Second in Command.' Miss Jean Aylmer said the day proved altogether "the happiest of her life." "Of course," she said, "I can hardly express how much it meant to me. It was actually my first appearance in real comedy, and it is not everybody who makes their first appearance in comedy before two kings. "I was terribly nervous, but somehow or other the royal audience was so hearty and jovial that I felt perfectly at ease directly I came on the stage. I played the chambermaid frankly as a Scotch lassie—for I am really Scotch, you know—and I am glad to say my accent seemed quite acceptable. "Above all, the King of Spain's laugh was enough to put spirit into anyone. It is a wonderful laugh—the heartiest and most infectious I have ever heard."

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:— On the 12th at 11.55 a.m.—The barometer has fallen considerably to moderately over Japan and N. China respectively. The depression lying over S. Manchuria yesterday, appears to have moved into the N. part of the Sea of Japan. The high pressure area still lies over the Upper Yangtze. Very strong monsoon may be expected in the For new Channel and the China Sea during Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. The forecast for the 24 hours ending at noon to-day is as follows:— Hongkong & Neighbourhood { N. winds, frosty fine. } Formosa Channel... { N.E. winds, strong. } South coast of China between { S. winds, heavy rain. } Hongkong and Hainan... { strong. }

## INTIMATIONS S. MOUTRIE & CO., LTD.

THE ORCHESTRELLER CO.'S

NEW MODEL

## "AERIOLA" PIANO PLAYERS

RETURNED AFTER A FEW MONTHS

ON HIRE

REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS AND THE MOST PERFECT INSTRUMENT ON THE MARKET.

A WRITTEN GUARANTEE GIVEN WITH EACH INSTRUMENT.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chater Road.

Hongkong, 13th November, 1907. 38-1

## Abbey's Effervescent Salt

Do you get up with a "born-tired" feeling mornings? bad taste in your mouth? dull headache? wabbling stomach? Unpleasant but familiar, isn't it?

It is proof that you need Abbey's Salt, the stomach regulator, and need it badly.

A dose of Abbey's Salt before breakfast will quickly drive these ill feelings away and set you right within an hour.

Sold in two sizes by all Chemists and Stores, by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong. The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.

## THE TRADE MARKS ORDINANCE 1899.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN THAT MESSRS LANMAN & KEMP of No. 137, Water Street, in the City of New York in the County and State of New York in the United States of America, have on the 5th day of September 1900 applied for the registration in Hongkong in the Register of Trade Marks, of the following Trade Mark:—

"A device consisting of a Floral Design, in the centre thereof a representation of a Fountain, on the background and on either side representations of Wreaths of Flowers and Scrolls, at each of the top corners of the device is the representation of a Bird, at the left bottom corner thereof is the representation of a Woman with a Bird upon her wrist and at the right hand bottom corner thereof a representation of a Troubadour with a Guitar, the whole design being surrounded with a fancy border and bearing the words, 'FLORIDA WATER, MURRAY & LANMAN, New York. Prepared only by LANMAN & KEMP, New York.'"

In the name of LANMAN & KEMP who claim to be the Sole Proprietors thereof. The Trade Mark has been used by the Applicants in respect of SCENTED WATER IN CLASS 48. A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Offices of the undersigned. Dated this 13th day of November, 1907. DEACON, LOOKER & DEACON, Solicitors for the Applicants, 1829 1, Des Voeux Road Central, Hongkong.

## COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED THAT FIELD FIRING will be carried out on FRIDAY, the 18th instant, between 9 a.m. and 1 p.m., from Custom's Hill in a westerly direction towards Kaulung Peak.

F. H. MAY, Colonial Secretary, Hongkong, 10th December, 1907. 1933

## WHEN YOUR NERVES GO AWRY.

After a prolonged strain of mind or body, whether due to work or worry or the weather, the inevitable result is thin blood and consequently starved nerves. You become weak and irritable, effort of any kind is distasteful, and your fretted nerves "get on edge." Hall's Coca Wine will cure all these unpleasant symptoms of exhaustion by restoring and energizing the vital forces, building up the worn body, and invigorating the whole nervous system. 1870-1

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods. Wm. FARLANE, Manager, Hongkong, 18th November, 1907. 47

## COMMENCING SATURDAY, DECEMBER 21st

## POLLARD'S LILLIPUTIAN OPERA CO.

MR. C. A. POLLARD AND MRS. N. CHESTER, SOLE OWNERS.

## OPENING WITH "A RUNAWAY GIRL."

PRICES: \$3.00, \$2.00 and \$1.00. Box Plan at THE ROBINSON PIANO CO. 1952

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents. 114 Hongkong, 21st April, 1897.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO. Agents. 29 Hongkong, 13th August 1906.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1906 £17,537,118.

I. AUTHORIZED CAPITAL... £3,000,000. SUBSCRIBED CAPITAL... 2,750,000. PAID-UP CAPITAL... 687,500 0 0. II. FUND FUNDS... 3,386,720 18 8.

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. 1148 Hongkong, 27th April, 1907.

## THORNE'S OLD VAT



PER CASE \$14

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1831.

## SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD. 1763

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 26th July 1907.

## Mother Seigel's SYRUP

Read This Testimony:

MRS. E. BRUMBY, of 201 EDINBORO ST., HESSLE ROAD, HULL, in a letter of May 2nd, 1907, says:—

"I have never been ill since Mother Seigel's Syrup cured me, long years ago. I used to suffer dreadfully from indigestion, but it never troubles me now."

INDIGESTION is the root cause of nearly all human ailments. It robs you of the power to digest your food, saps the very source of life itself. Slowly your strength eases away, you are tortured with pain, and life becomes a misery. Mother Seigel's Syrup is a purely vegetable compound having a specific action on the stomach, liver and kidneys. It promotes healthy action of the stomach and intestines, expels impurities from the system, enriches the blood, and thus imparts health and tone to every part of the body. TAKE IT DAILY AFTER MEALS.

## CURES

## INDIGESTION

BILIOUSNESS, CONSTIPATION, HEADACHE, PALPITATION.



## SHIPPING.

## ARRIVALS.

COURTNEY, British str., 4517, John Wiseman, 11th Dec. — Chgo. Wang Tao via Chofoo 7th Dec. Water Ballast—Gibb, Livingston & Co.

DELHI, British str., 4788, J. D. Andrews, R.N.S., 12th Dec. — Bombay 27th Nov. and Singapore 7th Dec. Mails and General—P. & O. S. N. Co.

GERMANIA, German str., 1714, H. Lorenzen, 12th Dec. — Haiphong 9th Dec. — Riea-Jeben & Co.

HOLSTEIN, German str., 385, Nisjab, 11th Dec. — Swatow 10th Dec. General—Jensen & Co.

HONGKONG, French str., 742, A. Cornelissen, 12th Dec. — Haiphong & Hoikow 11th Dec. General—A. R. Marly.

KONISHANG, German str., 1292, C. Roselafsky, 12th Dec. — Butterfield & Swire.

MAITA, British str., 3599, E. A. Peters, 12th Dec. — Shanghai 10th Dec. General—P. & O. S. N. Co.

MATRANO, British str., 1644, R. Houghton, 12th Dec. — Sandakan 6th Dec. Timber and General—Jardine, Matheson & Co.

NANIWA, Japanese cruiser, 3700, H. Kubota, 12th Dec. — Amoy 11th Dec.

NINGPO, British str., 1227, E. Richards, 12th Dec. — Tientsin and Swatow 11th Dec. General—Butterfield & Swire.

NOBE, Japanese cruiser, 2681, Langemak, 12th Dec. — Tsingtau and Swatow 11th Dec.

SALO MARU, Japanese str., 3800, Geo. Anderson, 12th Dec. — London via Suez Canal and Singapore 4th Dec. General—Nippon Yusen Kaisha.

STANDARD, Norwegian str., 894, H. N. Bull, 12th Dec. — Amoy 11th Dec. Ballast—Walden & Co.

UJI, Japanese grueler, 650, H. Furukawa, 12th Dec. — Shanghai 10th Dec.

WAKAMATSU MARU, Japanese str., 1720, N. Goto, 11th Dec. — Moji 6th Dec. Coal—Mitsui Bishi (Yoshi-Kawada).

WONGKOT, German str., 1115, W. Rohrer, 11th Dec. — Saigon 5th Dec. Rice and Mial—Butterfield & Swire.

YEBIMO MARU, Jap. str., 2350, N. Kobayashi, 11th Dec. — Moji 5th Dec. Coal—Onaka Shoen Kaisha.

YEBOSHI MARU, Japanese str., 4097, B. Kori, 12th Dec. — Moji 6th Dec. General—Nippon Yusen Kaisha.

## CLEARANCES.

At the Harbour Master's Office, 12th Dec.

Hatching, British str., for Swatow.

Hanyang, British str., for Swatow.

Kohing, British str., for Tsingtau.

Ningpo, British str., for Canton.

Sigat, German str., for Haiphong.

Szechuen, British str., for Saigon.

Yeboshi Maru, Japanese str., for Singapore.

## DEPARTURES.

12th Dec.

CANTON, Swedish str., for Saigon.

HUPH, British str., for Hoikow.

KONGWAI, German str., for Swatow.

KUMANG, British str., for Singapore.

KWEILIN, British str., for Canton.

LEVANZO, Italian str., for Singapore.

SUISANO, British str., for Shanghai.

## SHIPPING REPORTS.

The British str. Ningpo reports: Strong monsoon to Oaken, moderate wind from there to port.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE THE Company's Steamship

"NIPPON," Capt. Tarabochia, will leave for the above place on or about the 14th inst. For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, 5th Dec. 1907. 3

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, via JAPAN PORTS (Karatsu, Kobe and Yokohama) With Liberty to call at Honolulu and Salas Cruz.

Steamers Tons "KATHARINE PARK" 5000 On 24th Dec. Noon. "KASATO MARU" 6100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, and PORT SAID. Taking Cargo at through rates to the RED SEA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE C Steamship "E. F. FERDINAND," Capt. C. Matovich, will be despatched as above on or about the 26th Dec. This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, 30th Nov. 1907. 3

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	MAITA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 18th inst.
MARSEILLES &c. VIA PORTS OF CALL.	TOURANE	French str.	—	Laucelin	MESSAGERIES MARITIMES	On 24th inst., at 1 p.m.
HAVRE, ROTTERDAM & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISZ	Ger. str.	k.w.	Wagner	HAMBURG-AMERIKA LINIE	On 24th January.
NAPLES, GENOA, ALGERES, GIBRALTAR &c.	P. B. LUTFOLD	Ger. str.	—	H. Kirohner	MELCHERS & Co.	On 18th inst., at Noon.
NAPLES, GENOA, ALGERES, GIBRALTAR &c.	SACHSEN	Ger. str.	—	Wolmes	MELCHERS & Co.	About 25th inst.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	Y. Dohren	HAMBURG-AMERIKA LINIE	On 9th January.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	HABSBURG	Ger. str.	k.w.	Filler	MELCHERS & Co.	On 30th January.
TRIESTE &c. VIA SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	—	Matovich	SANDER, WIELER & Co.	About 26th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SCOUTING	Brit. str.	—	Anderson	STANDARD OIL CO.	About 14th inst.
NEW YORK	ALBENGA	Ger. str.	—	Petersen	CANADIAN PACIFIC R. CO.	About 21st inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 19th inst., at 4 p.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGNE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 25th Jan., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMERIC	Aus. str.	—	Cowley	—	On 28th January.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KATHERINE PARK	Brit. str.	—	—	TOTO KISEN KAISHA	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	THUAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	Today, at 4 p.m.
AUSTRALIAN PORTS VIA PORT DARWIN &c.	ALDENHAM	Brit. str.	—	St. John George	GERB, LIVINGSTON & Co.	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	J. Minssen	MELCHERS & Co.	On 2nd Jan., at 5 p.m.
SHANGHAI VIA SWATOW	TITIBODAS	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINI	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	HANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
SHANGHAI	ARRATOUN APAR	Brit. str.	—	A. Stewart	DAVID SASSON & Co., Ltd.	To-day, at Noon.
SHANGHAI, YOKOHAMA & KOBE	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 13th inst.
SHANGHAI	NIPPON	Aus. str.	—	E. Tarabochia	SANDER, WIELER & Co.	To-morrow.
SHANGHAI KORE & YOKOHAMA	WAISHING	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at D/light
SHANGHAI YOKOHAMA & KOBE	C. FRED. LAEISZ	Ger. str.	k.w.	Wagner	MELCHERS & Co.	On 16th inst.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SHANSHING	Ger. str.	—	K. Tashiro	OTO KISEN KAISHA	On 17th inst., at 9 a.m.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SHANSHING	Ger. str.	—	E. Maltow	MELCHERS & Co.	About 18th inst.
SHANGHAI KORE & YOKOHAMA	SHANSHING	Ger. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 22nd inst.
SHANGHAI & VLADIVOSTOCK	SUNDA	Brit. str.	—	G. M. Moutford, R.N.R.	MELCHERS & Co.	About 22nd inst.
SHANGHAI	ST. LUCIA	Rus. str.	—	F. Northcombe	BUTTERFIELD & SWIRE	On 26th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	1 m.	W. E. Sawyer	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	FOOKSANG	Brit. str.	—	H. E. Smith	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	JOHN MARU	Jap. str.	—	A. E. Hodgins	OTO KISEN KAISHA	On 15th inst., at 9 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	HAICHING	Brit. str.	2 h.	H. A. Wavell	DOUGLAS LAPELLE & Co.	To-morrow, at 10 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	KIUKIANG	Brit. str.	1 m.	Jamison	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	1 m.	T. Mayrick	BUTTERFIELD & SWIRE	On 22nd inst., at D/light
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co., Ltd.	Today, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	—	S. J. Payne	SHEWAN, TOMES & Co.	To-morrow.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	—	S. J. Payne	SHEWAN, TOMES & Co.	On 27th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	1 m.	A. W. Waterbridge	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	—	R. Boughton	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Ger. str.	—	F. Sembill	MELCHERS & Co.	On 17th inst., at 9 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	—	Rose Core	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 3 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YOKOHAMA	Dut. str.	—	Jurriarso	JAVA-CHINA-JAPAN LINI	About 20th inst.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 13th	Freight and Passage.
LONDON VIA USUAL PORTS	MALTA	Noon, 14th	See Special of C.A.L.
LONDON AND ANTWERP	SYRIA	About 18th	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. D. C. Gregory, R.N.R.	Dec.	
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	Capt. G. M. Montford, R.N.R.	About 22nd	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th December, 1907.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, C.A.R.N.S. TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TSINAN"	On 13th Dec, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 13th Dec, 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 14th Dec, 4 P.M.
MANILA	"TEAN"	On 17th Dec, 4 P.M.
SHANGHAI	"SHAOHSING"	On 21st Dec, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 22nd Dec, 4 P.M.
MANILA	"TAMING"	On 24th Dec, 4 P.M.
SHANGHAI	"YOHOW"	On 27th Dec, 4 P.M.

The attention of Passengers is directed to the superior accommodations offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
HONGKONG, 13th December, 1907.

# NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BOERNE"	Tuesday, 17th December, at 9 A.M.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ REGENT LUITPOLD"	Wed. day, 18th Dec, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH"	About Wed. day, 18th December.
FOR EUROPE VIA PORTS OF CALL	"SACHSEN"	About Wed. day, 25th December.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 2nd Jan., at 5 P.M.

NORDDEUTSCHER LLOYD,  
MELOERS & CO.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 13th December, 1907.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.

11 DAYS YOKOHAMA TO VANCOUVER.

13 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Febr.
"MONTEAGLE"	6,183	WEDNESDAY, 29th Jan.	22nd Febr.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 13th Febr.	2nd March
"EMPERESS OF CHINA"	6,000	THURSDAY, 12th March	30th March
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	27th April

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